

ONASSIS SEEKS BIGGEST SHIP

Plans 100,000-Ton Tanker
For U.S. Yard, Registry

Washington, June 3 (Special).

A. S. Onassis, Greek-Argentine ship-owner, is planning to build what would be the world's largest ship—a 100,000-deadweight-ton tanker—in an American shipyard for American registry.

This was confirmed today by a Maritime Administration spokesman.

The only American shipyards able to accommodate the construction of such a tanker would be the Newport News Shipbuilding and Drydock Company in Virginia and the Bethlehem-Quincy Shipyard in Massachusetts.

Balancing Transfer At Issue

Representatives of Onassis, who makes his headquarters in Monte Carlo, have been negotiating with the Government agency on transferring several T-2 tankers (capacity 16,500 each), to foreign flag from American registry.

They have run into a snarl about the number of smaller tankers to be transferred, but it is expected this will be worked out in the next few months.

In order to initiate new tanker construction under the American flag, the Maritime Administration has instituted a program permitting tanker owners to transfer old tonnage to foreign registry provided they build the equivalent or more under the American flag.

Title As Owner Of Biggest

Usually it is two T-2's for a 30,000-ton supertanker.

Onassis apparently wants the title of owner of the world's largest ship and so is aiming for the 100,000-ton figure.

The Queen Elizabeth has a registered gross tonnage of 83,673 and the Queen Mary of 81,237. The Elizabeth is 987 feet long and 118 feet wide.

The S.S. United States has a registered gross tonnage of 53,329, a 916-foot length and a 101-breadth.

Their deadweight tonnages would not be much more than their gross, a spokesman for the American Bureau of Shipping, the United States classification society, said last night, because they do not carry any cargo to speak of.

Would Be 910 Feet Long

The proposed 100,000-ton ship would be 910 feet long. Her width and draft could not be learned tonight.

For a time Onassis owned the world's largest tanker in the 45,000-ton Tina Onassis. But this soon was outdated by a 45,250-ton vessel built by his brother-in-law, Stavros Niarchos.

The two continued to compete with each other for the title by adding anywhere from 200 to 1,000 tons to the next ship coming off the ways, until shipping companies not interested in titles, but in economy, signed up for tankers of 50,000-deadweight tons capacity.

Ludwig Raises Tonnages

That was the ultimate, shipping circles felt.

But their thoughts were changed almost overnight as another shipping giant, D. K. Ludwig, owner of National Bulk Carriers, announced the construction of three 63,000-ton ore carriers in Japan, followed by an 83,000-ton and an 85,000-ton tanker in the same Far Eastern shipyard, which he leased.

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